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Hongkong Daily Press.

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No. 14,592 號式十玖百伍千四萬一 日七初月二十年十三緒光 HONGKONG, THURSDAY, JANUARY 12TH, 1905. 四拜禮 號式十月正年五零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 5th August, 1904.

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Hongkong, 7th October, 1904.

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A natural and most pleasant wine to the taste

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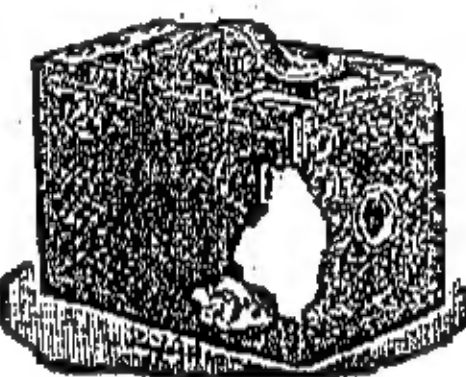
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Every Comfort.

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**PORT**

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Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
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No anonymous signed communications that have already appeared in other papers will be inserted.  
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## BIRTH.

On 10th January, at No. 2, East Terrace, Kowloon, the wife of H. W. NORONHA, of twins (girls). [225]

## MARRIAGE.

On 10th January, at Hongkong, Ernest Tausch, I.M.C. Leppa, to Eleanora, second daughter of FRANCIS MORRISON, Aberdeen, Scotland. [220]

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, JANUARY 12TH, 1905.

The publications of the statistics department of the Chinese Imperial Customs are usually as lucid as they are interesting, and in his "Inquiry into the Commercial Liabilities and Assets of China in International Trade," which publication we have just received, Mr. H. B. MORSE, the statistical secretary, has succeeded in maintaining the standard of these familiar "yellow backs." Beginning with what is called the "adverse balance" of trade, derived by comparing import returns with exports, some simple calculations based on a ten years' table given show that China's exports have increased Hk. Tls. 91,515,080, or more than one-third of the present value. Imports have increased Hk. Tls. 170,884,227, or considerably more than fifty per cent. The fact that imports are now a third greater in value than the exports is considered to be an anomaly, and the inquiry is directed to explaining it. When imports overbalance exports, the layman is minded to assume that either the means or the credit of the nation are or is good; but statistical secretaries are made uneasy by anything that appears anomalous. In China's case there appears to be no doubt as to her means. We are told that the Government "has not allowed any hesitation in demonstrating its ability to make the periodic payments when due." There is too much weight sometimes attached to mere figures, which, according to the way they are presented, may show results either

good or ill, as we have seen in the rival statistics published in connection with the tariff agitation at Home. In this inquiry the position is further weakened by the necessarily incomplete returns dealing with the movements of treasure. It is pointed out that foreign enclaves, whether ceded or leased, must be taken into account by such an examination into the condition of commercial China, owing to the interdependence of trade and the banks. "The proceeds of sale of a consignment of cotton yarn for consumption in China may be applied to cash a bill drawn for a foreign navy, whether the expenditure of the latter is to be made at Kiaochow or at Chefoo," and a Canton trade transaction involves a corresponding banking transaction at Hongkong. As there are no available statistics of the movement of treasure in and out of Hongkong, to cover the financing of South China's share of international exchange, it is evident that no such inquiry can be productive of results as complete as are to be desired. Doubt may also be cast upon the trustworthiness of some of the statistics required, as there is no authority, under extra-territorial conditions, to compel accurate returns. All these points are fully admitted, and the present report is presented as "the nearest to the truth that can be attained." The net result of it is that China, with an estimated liability of Hk. Tls. 423,734,938, and estimated assets Hk. Tls. 424,751,694, is, commercially speaking, paying her way. One of the items set under liabilities is that of net profits of foreigners remitted to home countries, estimated at sixteen millions of Hailwan taels. If this be considered excessive, we are asked to remember that no amount has been included to represent the net profits earned in China for banks having their head offices elsewhere. Coming to assets, exports and imports of the land frontiers are not recorded, but it is estimated that the exports preponderate in value by four million taels. The most interesting item is the amount set down as remitted or brought to China by Chinese emigrants, viz. seventy-three millions. This estimate is believed to represent the minimum. Twenty-seven millions are set down to expenditure on railway and mining development, and it is pointed out that with regard to railway development, China's liability is all in the future—even interest being now paid out of capital—and that the money so spent must be regarded as a commercial asset of the Empire. Foreign travellers are supposed to spend six millions in China, but that, of course, must be mere guesswork. Reverting to the item already mentioned, that of foreigners' profits sent Home, we quote in extenso the following interesting details:—

Among the elements disturbing any calculation are the following: All Foreigners are not thrifty as are the Chinese; many invest their savings in China; much that would otherwise be saving is sent for the support of children and dependent relatives; it happens sometimes that widows and their families remain in China; while some men regularly invest at home; others as regularly invest in China; etc. On the other hand, it is generally true that Foreigners return home, and, sooner or later, take their savings with them. In the absence of precise information we must, however, assume a basis of calculation, and that least open to hostile criticism will be the following:—(a.) Most Foreigners invest their monetary savings, while in China, in real estate here, or in local enterprises—shares or debentures. (b.) Against the savings of those who do not do so, but regularly remit capital home, may be put as offset the holdings of Chinese in Treaty port real estate and in the shares of local companies. (c.) Though local investments may be held out here temporarily, sooner or later they are remitted either as annual income or as realised capital of those who have left China. (d.) On these grounds the sum total of:—(i.) Net rentals from real estate in the various ports, and (ii.) Dividends of all local companies (including the Hongkong and Shanghai Bank) may be taken as fairly representing the remitted savings of Foreigners in China. Here, as under other headings, we must take Hongkong as essentially a part of commercial China. On this basis we find:—Shanghai net rentals, Hk. Tls. 4,500,000; Hongkong, Hk. Tls. 2,500,000; Other ports, Hk. Tls. 2,000,000; Dividends of joint stock companies and interest on debentures (Shanghai Stock Exchange), Hk. Tls. 7,000,000; Total, Hk. Tls. 16,000,000.

In these details is not included the profit earned in China by banks other than the Hongkong and Shanghai Banking Corporation; nor is allowance made for losses on investments in, e.g., cotton mills.

Yesterday's plague return shows two Chinese cases, both fatal.

Bad colds are common in Hongkong just now, the weather-man's quick changes being responsible.

Mr. Justice Smith being still indisposed yesterday no public proceedings were conducted at the Supreme Court.

A North China journal has just apologised for reporting that a marriage service had been performed by a clergyman who "died some time ago."

Shanghai wines and other luxuries are meeting a fair market in Manchuria, the Russian soldiers being large purchasers. They also buy Japanese goods.

The usual tribute of the 'Nine White' has reached Peking from one of the Mongolian princes. It consists of 1 white camel and 8 white Mongolian horses.

The Korean Ministry at Peking, who has been ordered home, wires that he cannot go until the Government sends him his overdue salary that he may pay his bills.

On the 25th March next nine members of the local Police Force will take a trip Home on leave. On the 6th of the following month, a further eight members will go.

Last evening members of the Hongkong Chess Club assembled at Café Weismann, their new meeting place, for the first time. About twenty were present. Hitherto the matches have been held at the City Hall Library.

The Russian soldiers are martyrs, says a Tokyo Japanese, but in losing they are really winning freedom for their children. If Russia had swept Japan from Korea and destroyed her fleet, the head of despotism in Russia would never have been bent.

The driver of a cargo truck who collided with a ricksha coolie in Queen's Road on Tuesday last was brought before Mr. F. A. Hazell at the Police Court yesterday. He was fined \$5 for being on the wrong side of the road, and a further \$10 for negligent driving.

Sport & Gossip tells a story of the Shanghai Gun Club, in which the wife of the Chinese caretaker suddenly crossed the line of fire. Members shouted to the shooter to warn him, and the groundsman, flustered by the fuss, was heard to remark "Maskee! That blong my wife."

Among the more tasteful mementoes submitted, that of Messrs. Greger & Co., wine merchants, must be included. The printer has appreciated the advantage that simplicity affords, and the white embossed medallion is very effective. The name of the firm is in red on a ground of pretty green.

The Peking Times states that on the chief eunuch Li Lien-ying's 60th birthday some three weeks ago hundreds of princes and high officials flocked to his residence to pay tribute to the all powerful one, and at the time of the Emperor Dowager's birthday as well as his own, it is estimated he must have received millions of taels "cunshu."

We thought His Excellency Major-General Villiers Hutton had, in a list of books recommended in an excellent article on sport, in the V.R.C. Magazine, overlooked the book familiarly cited as "Stonehenge." It is, however, his opinion "that Stonehenge can no more be compared to Blaise or to the Badminton magazine than cockles to oysters."

A shop collapsed at Kau Yee Fong, just behind No. 5 Police Station, at 10.30 o'clock yesterday morning. The building, which is Government property, was being pulled down when the collapse occurred. Two workmen were injured, one seriously. Both were taken to the Government Civil Hospital. Others were entombed, but were excavated, before the Police, under Chief Inspector Baker, arrived on the scene.

Mr. H. Gottwaldt, of the German Consular Service, writing of Chinese emigration, remarks that in 1899, according to the statistics of the Protector of Chinese at Singapore, 5514 Chinese women arrived at Singapore alone from China; in 1900 it is estimated that 7,700 such women left Hongkong, Amoy, and Swatow for the Southern Seas. The difference between the prices realisable at Hongkong and Singapore is put at \$100 to \$200.

The Rev. Wm. Bridle reminds us that the Soldiers' and Sailors' Home in Arsenal Street is not flush of funds. About twelve thousand sailors slept there last year. It is for the use of all the men wearing the King's uniform, irrespective of creed or church. There is a debt of \$1,500 "owing to unfortunate but necessary sanitary improvements." The band of the Fleet Bismarck gives a concert in aid on Saturday.

Right up to the end of December, our Russophil Tintinnal contemporary, the Review, continued to show how impossible it was that Port Arthur could fall. On the 27th it was offering, for fifty cents, a map showing that the real defences of the fortress "had not been touched."

"He 'held out' gamely in the past, Port Arthur's brave defender: But had to 'hold out' at the last, The white flag of surrender."

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## LANDSLIP AT DOVER.

LONDON, 11th January.

There has been a remarkable landslide at Dover, due to the disintegrating influences of the severe weather. It is computed that a quarter of a million tons of the "white cliffs of Old England" disappeared in this latest rush.

## AMBASSADOR CHOATE

RETIRING.

LONDON, 11th January.

Joseph Hodges Choate, the popular and gifted ambassador of the United States to Great Britain, is relinquishing his post in the Spring.

Ambassador Choate is 73 years old this month. He is a Harvard man, and Cambridge also. He was one of the original "Seventy Committee," which overthrew the Tweed Ring in 1871 and expelled from the Bench its corrupt judges. Englishmen remember the sensible way in which he kept his head when Anglo-American relations were strained a few years ago.

## AUSTRALIA AND THE EX-COLONIAL SECRETARY.

LONDON, 11th January.

Mr. Chamberlain has written that he must decline the invitation to visit Australia. He did not despair of tariff reform, which was bound to come.

## DOUMER PRESIDENT CHAMBER.

LONDON, 11th January.

M. Paul Doumer, late Governor General of French Indo China, has been elected President of the Chamber of Deputies.

## THE WAR.

["DAILY PRESS" SERVICE.]

## RUSSIA'S AUXILIARY ARMADA.

LONDON, 11th January.

Admiral Botrovsky's division has arrived at Port Said.

## KAISER'S IMPERIAL ADMIRALTY OF PLUCK.

LONDON, 11th January.

H.M. the German Emperor, to signify his admiration of the bravery exhibited by both sides at Port Arthur, has awarded the Order of Merit to General Stoessel and General Nogi.

[REUTERS' SERVICE.]

## RUSSIA.

LONDON, 9th January.

The wave of popular emotion first caused in St. Petersburg by the surrender of Port Arthur has already subsided; the Russian Christmas created a diversion, and the public have been joyously celebrating it at the theatres, music halls, restaurants and taverns. On the other hand, solemn funeral services for the fallen at Port Arthur, held in the Isaac and Kazan Cathedrals, were poorly attended.

## MORE BALTICS.

LONDON, 9th January.

Reuter's correspondent in St. Petersburg wires that the following warships will leave Libau between 21st instant and the 2nd February to join Admiral Rozhdestvensky. The battleship *Imperator Nikolai I.*, the coast defence ironclad *General Admiral Apraxin*, the *Admiral Sinavin*, the *Admiral Oushakoff*, and the cruiser *Vladimir Monomach*.

## THE TRIPLE EXECUTION.

At eleven minutes past five yesterday morning, Charles Smith, Erik Hogman, and William Nason expiated the crimes of which they were found guilty, and on account thereof condemned to death. The authorities are reticent on matters appertaining to the execution, and all our representative could glean from the Superintendent of the gaol was that the men admitted the justice of the sentence, and walked boldly on to the scaffold.

From other sources, which may be questionable, we learn that Smith and Hogman walked boldly on to the scaffold, while Nason broke down and had to be supported to the drop. It is alleged that the last words of Smith were "Lord have mercy on my soul. May God bless you all." Hogman in a dull voice repeated over and over again "My God. My God." Nason is alleged to have made a lengthy statement which was taken down by the Superintendent of the gaol. One of the clergymen present, it is said, was so impressed with the terrible scene that he broke down and wept.

## THE INQUEST.

At 12 o'clock noon in the large court, before Mr. H. H. J. Gompertz sitting as Coroner, the following jury were sworn in to deliver a verdict as to the cause of death:—Messrs T. Spafford, John Johnston and Henry C. Sandford. After administration of the juror's oath, the jury together with Press representatives went into the gaol and viewed the bodies of the deceased. "Well, gentlemen of the jury, are you satisfied?" asked the Coroner. The gentlemen of the jury expressed themselves satisfied and returned to their seats in Court.

The Coroner, addressing them, said that when a person dies in gaol from capital punishment, it is provided by law that an inquiry shall be held. In the case of an execution by legal process, the onus comes under what is known as justifiable homicide. The Coroner then read as follows from volume 3 of "Russell on Crime":—

"It has been already stated that justifiable homicide is of several kinds, as it may be occasioned by the performance of acts of unavoidable necessity, or by acts done by the permission of the law. Amongst the acts of unavoidable necessity may be classed the execution of malefactors, by the person whose office obliges him, in the performance of public justice to put those to death who have forfeited their lives by the laws and verdict of their country. These, are acts of necessity, and even of civil duty, and therefore, not only justifiable, but commendable, where the law requires them. But the law must require them, otherwise they are not justifiable; and, therefore, wantonly to kill the greatest of malefactors would be murder; and we have seen that all acts of official duty should, in the nature of their execution, be conformable to the judgment by which they are directed."

The first witness was Edward John Pierpoint, who deposed:—I am chief warden of Victoria Gaol. The bodies the jury have just viewed are those of Charles Smith, Erik Hogman and William Nason, who were received into prison on 23rd December, 1904, under sentence of death, which sentence was duly carried out at eleven minutes past five this morning in the presence of Mr. Craig, Assistant Superintendent of Victoria Gaol, Dr. Thomson, Medical Officer, myself, and the usual escort of officers, also the Rev. J. H. France and Rev. W. Bridle. I produce the Governor's warrant for the execution.

In reply to the Coroner:—"The sentence of the law was carried into effect by hanging."

John Christopher Thomson said:—I am medical officer of the gaol. I was present at the execution this morning. Death in all three cases was instantaneous. I examined the bodies after they were taken down. Death was in all three due to dislocation of the neck.

The Coroner, addressing the jury, said:—Gentlemen of the jury, you have to find whether deceased met their deaths by hanging, in due process of law.

The Foreman of the Jury: That is the verdict of the jury, your Worship.

## TRAINING NOTES.

The ponies show a marked improvement. Messrs. Creighton and Edmondston, Shanghai jockeys, were on the course during yesterday morning's training. Some of the times were as follows:—

Mr. Johnston's sub, 3 mile—38, 1.14, 1.48.  
Mr. Macdonald's sub, 3 mile—38, 1.13.  
Mr. Mod's Derby grey, 3 mile—32.  
Mr. Mod's sub, 1 mile—39, 1.16, 1.49, 2.22.  
Mr. Jupp's sub, 3 mile—38, 1.14, 1.46.  
Mr. Cruickshank's sub, 3 mile—39, 1.20, 1.54.  
Mr. Pott's chestnut sub, and Mr. Ede's sub, in company—3 miles, 24, 1.10, 1.44.  
Mr. Kadoorie's Derby, 3 mile—35, 1.15, 1.52 1/5.  
Mr. Mumford's sub, and H.E. the Governor's sub, in company, 1 mile—41, 1.21, 1.55, 2.30.  
A grey pony, Mr. Edmondston up, 3 mile—32, 1.10.  
Mr. Moxon's derby griffin, 3 mile—31.  
Coke Walk, 3 mile—35.  
Cs. Cauby, 3 mile—32.  
Messrs. Sutherland & Co.'s chestnut, 3 mile—33.  
Beancake, 3 mile—34.  
Mr. Pott's cream sub, 3 mile—38, 1.09.  
Mr. Goetz's sub, 3 mile, 38, 1.11.

Another gallant attempt to rescue a coolie from drowning was made by Dr. Rome of the *s.s. Cranley* in the harbour on Tuesday last. The Doctor was conversing with two other medical men when an uproar was heard amongst the coolies on board. On going to the companion way Dr. Rome noticed a coolie struggling in the water. Quickly divesting himself of his clothes he leaped from the ship to his assistance. He was successful in getting the coolie on board, but all the efforts of the three medics to induce respiration were unavailing.

## FATAL ACCIDENT.

On Monday night an elderly man named James Douglas, who during a lengthy residence in Hongkong has had a somewhat chequered career, fell downstairs at his home in Lee Yuen Street. He was picked up in an unconscious condition and taken to his room, the Chinese supposing that he was under the influence of drink. As he had not recovered consciousness by the morning, however, he was taken to the Government Civil Hospital, where Dr. Bell instantly perceived that the man was suffering from fracture of the skull and was not likely to live many hours. As a matter of fact, he died in five hours, and was buried yesterday.

## HONGKONG REGATTA.

MANILA BOAT TO COMPETE.

The Manila Boat Club has practically accepted Hongkong's offer to compete at the forthcoming Hongkong Regatta—that is, if four men can get away. Answers have not yet been received from Shanghai and Singapore. Inter-port four-oar races will be limited to one crew from each port, as there would be no room for more boats, otherwise heats would have to be rowed off previously.

Quite a number of boats are entering for the Governor's Cup race, including, it is said, the Royal West Kent Regiment, the Hongkong and Whampoa Dock Company and Cadets. The rowing course, a mile in length, will be from Kellat's Island to near the Oil Pier.

A Sub-Committee has been chosen—Messrs. F. W. L. Watts, G. A. Caldwell and C. H. Gale—to arrange the crews in the Junior Fours race. Those entitled to enter are rowers who are not rowing in the Interport events or cases Governor's Cup.

The *China Mail* has presented a Cup to be sailed for by members of the Corinthian Yacht Club. This will be an additional event over a course of about seven miles.

It is proposed to hold the sailing races on Monday, the 6th proximo—China New Year falling on the 4th proximo. This, however, has not been definitely settled. The other events will take place on Saturday, the 11th proximo.

## FOOTBALL.

H.K.F.C. V. BATTLESHIPS.

At Happy Valley this afternoon Hongkong Football Club Rugby players will be matched against a team drawn from British battleships in port, kick-off being at a quarter to five. The following will play for the Club—J. A. F. Bourchier, back; A. S. Kempthorne, J. Thomson, G. D. Bateman and Lieut. Hannay, three-quarters; H. Soper and J. P. Jordan, halves; E. O. Hutchinson, Lieut. Ranking, Lieut. Macdonald, Lieut. Duncan, J. C. Steen, G. C. Bailey, D. B. Murray and H. F. Chard (Capt.), forwards.

H.K.F.C. V. A.O.C.

This match was played at Happy Valley yesterday afternoon. The teams were as follows:—H.K.F.C. "A"—H. C. Gray, goal; F. C. Hall and A. Loureiro, backs; H. Austen, R. Anderson and E. F. Aucutt, halves; C. Humphreys, H. S. Kennett, H. H. Taylor, E. O. Davies and H. W. Sayer, forwards.

A.O.C.—Reid, goal; Brown and Bradford, backs; Smith, Gibson and Shepherd, halves; Griffiths, Jones, Le Grove, Collins and Bodell, forwards.

Hongkong kicked off with ten men. Brown turning up just after the first goal had been scored. Ordnance got well away at the start. Grove, taking a free kick, made a good shot at goal, but Gray saved and Humphreys gaining possession in midfield scored at close quarters for the Club. Hongkong kept up the pressure, and but for some good kicking by Brown at back would have scored again. Fifteen minutes from the start Humphreys notched another point after some scrambling play in front of goal. Collins scored for the A.O.C. racing from the half-way line through the back and past the goal-keeper. Half-time was called soon after with the score standing H.K.F.C. "A," 2; A.O.C., 1. Even play ensued to the finish, the Ordnance having if anything the better of the game. Time was called with the score still at 2-1 for Hongkong "A."

## FOOTBALL SHIELD COMPETITION.

The following is the draw for this season's competition:—

## FIRST ROUND.

(A) Royal Artillery v. H.M.S. *Glory*.  
(B) H.M.S. *Ocean* v. Army Ordnance.  
(C) H.M.S. *Tamar* v. H.M.S. *Centurion*.  
(D) Naval Yard v. Taikeo F.C.  
(E) H.M.S. *Vengeance* v. Royal West Kents.  
(F) Hongkong Club v. R.O.C.  
(G) Royal Engineers v. H.M.S. *Amphitrite*.  
Dye—H.M.S. *Albatross*.

## SECOND ROUND.

1. Winner of (B) v. Winner of (C).  
2. (D) v. (A).  
3. H.M.S. *Albatross* v. (E).  
4. Winner of (F) v. (G).  
SEMI-FINAL.  
Winner of (2) v. Winner of (1).  
(3) v. (4).

The first round to be completed on or before 18th February; the second round on or before 4th March; the semi-final on or before 18th March, and the final on or before 1st April. Kick-off not later than 4.15 p.m.

In the first and second rounds the first named club has choice of ground.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following:—  
On the 11th at 11.40 a.m. The barometer has risen at all stations but more particularly in Japan and northern China.

Gradients are rather steep upon the eastern coast and fresh to strong N.E. monsoon will prevail in the Formosa Channel. To the southward they are less steep and moderate to fresh monsoon will prevail in the northern part of the China Sea.

Forecast:—Fresh N.E. winds, fine.



## ODD VOLUMES SOCIETY.

## LECTURE ON THE POLITICAL FEDERATION OF THE EMPIRE.

Before a fair number of members of this society at the City Hall last evening Mr. E. D. Haskell gave the following lecture on Imperial Federation. Mr. H. E. Pollock (chairman), in introducing the speaker, said that the subject on which he was going to lecture had come to increasing prominence during the last 30 years. He was sure all would listen with very great interest to the remarks of the lecturer on the subject.

Mr. HASKELL said—The most dominating subject in the politics of the Empire, and one which will become still more so, is I think undoubtedly that of Imperial Federation,—of closer relations between Great Britain and the Colonies, between the various portions of the Empire—in fact the problem of national unity, using the word national in its broadest Imperial sense. That is a question, of no vast and varied a character, involving immense issues, in which many conflicting opinions and interests must be reconciled; that decades must pass before its complete realization; but one thing is certain—that the trend of events in the Empire, the policy of Britain and the Colonies during the past few years, all tend to show a gradual drawing together—a mutual desire for union—which brings Imperial Federation more into the scope of practical politics, and is leading us step by step towards its realization. Those who have followed the progress of events cannot fail to have been impressed by the steady growth of Imperialism side by side with the growth and development of the Empire, that spirit which to-day dominates the whole nation—the sentiment which desires the union and consolidation of the Empire.

Dwelling in our minds on the great Empire of which we, in this distant outpost, form a part—on its vast extent, its varied populations of every race, creed, and colour, its enormous wealth and resources, and on those great self-governing Colonies and Dependencies of the Empire, each one a powerful State in itself, and all owing allegiance to one Sovereign—we see what immense possibilities lie to our hands, and how essential it is for the continued existence and permanence of the Empire that its integrity must be maintained,—to which all efforts must be directed. In talking about Imperial Federation, we must regard it in the first place, as a federation of the Mother Country and the self-governing Colonies—Canada, Australia, New Zealand, and South Africa—leaving aside for the moment the question of the Crown Colonies and other Dependencies.

Now, let us regard for a moment the present relations between Great Britain and those Colonies. I believe it was Lord Rosebery who described those relations as loose and indefinable—and why are they so? Because there is not that—what I may call—a material stiffening, a material cohesion, which alone can ensure permanency. The ties of kinship, of loyalty, of common sympathies, which bind the Empire together are the strongest possible, but if to these are added ties of common material interests, we see how much more secure will be the unity of the Empire. If, then, you might ask, if the ties which bind the Empire together are the strongest possible, why all this talk about Imperial Federation, why seek to formulate a scheme for union, when we already have union? It is because, to secure the continuance and permanency of these conditions, by adding to the union of sympathies the union of material interests, and for the defence of those interests. There are some who scoff at the possibility of the disintegration of the Empire. Now, I do not know, and I should not like to think, I am sure, that the disintegration of the Empire would be ever likely to happen; that any of those great self-governing States would break away from the parent stem, to go its own way. But I do think that while we are able, while the conditions are so favourable, that we should grasp the opportunity, and steadily forge those links of the chain of Empire into an unbreakable bond. By what means, then, is the Federation of the Empire proposed to be accomplished?

I do not think that any definite scheme of federation which can be devised can be put into practice at once, but it is rather a gradual, successive steps that the desired end is to be attained. Any attempt to precipitate a Federal Union, before the conditions are ripe for such an event, would, it is not difficult to conceive, be fraught with national disaster.

In all schemes of federation, it must be a fundamentally recognised principle that the self-governing Colonies should maintain their autonomy. No Colony would tolerate for a moment any restriction of its independence in the management of its local affairs, and no scheme therefore which in any way encroaches upon their liberty in this respect would be regarded favourably by the Colonies. The principle aimed at is the union of the Mother Country and the Colonies in a federation, in which each member will have absolute independence in the administration of its local affairs, but that all questions of Imperial interest, affecting the Empire as a whole, would be relegated to an Imperial Council—a sort of joint administration of Imperial affairs. Now, it is just in the formation, the constitution of such a Council, that the crux of the question lies. No one will deny that the principle of admitting the Colonies to the Councils of the Empire, and letting them take part in all deliberations of Imperial policy, is a sound one, and what is needed is an organized Council, in which Colonial and Home Statesmen will be brought together and devote their attention to affairs of Imperial interest. The ideal which suggests itself is the creation of an Imperial Council of Parliament in London, for the whole Empire, in fact as well as in name, containing representatives from all parts of the Empire in proportion

to their size and population, to administer all affairs of a purely Imperial character. To such a body would be relegated all questions of foreign and commercial policy, and other questions of common interest, such as Defence, and so on, and the control of expenditure for purely Imperial purposes. At the same time, each State will possess absolute self-government in local affairs. Such an arrangement would bring together in a common council all those best fitted to advise and deliberate on Imperial affairs, in which representation of all the interests of the Empire would be obtained, and the unity of the Empire would be secured. But as I have said before, and you will readily conceive, it would hardly be expedient to institute such a system all at once. It would necessitate in the first place a complete change in the constitution of Great Britain, a complete revolution in its political system, which would hardly be desirable. Such a Council therefore can only be regarded at the present day as the ultimate goal or object, to which all efforts should be directed, and in the meantime the efforts of Statesmen should be to consider the means, the successive steps, by which this end may be attained. It is thought by some that Colonial representation in the present Home Parliament would meet the case, but a little consideration would show that such a plan is open to grave objections. Besides unduly increasing that already cumbersome body, and multiplying its labours, there would be an unequal and disproportionate representation of Home and Colonial interests, and Colonial interests would hardly be served thereby. The periodical conferences of Colonial Statesmen in London has done a great deal towards promoting the consolidation of the Empire, and is a great step towards political unity, by bringing forward the desires and aspirations of the Colonies, and by the interchange of ideas fixing the grounds of a common national policy. But something more substantial, more permanent, is needed, and the plan described by Sir Frederick Pollock in a statement which appeared in the *Times* of some weeks back, has the merit of being a practical one. He proposes the formation of a Committee of the Privy Council for Imperial Affairs, including the best possible representatives of Colonial knowledge and opinion. The functions of this body will be of an advisory character, to deliberate on and discuss all affairs of Imperial concern, and lay before the Cabinet—the responsible Ministers of the Crown—the result of their deliberations, and guide them in shaping their policy.

[The speaker here read extracts from Sir Frederick Pollock's letter on the subject.]

Such a committee should serve a very useful purpose, and I think this plan is one which should meet with general favour, and should be submitted, as is suggested, to the next Colonial Conference for discussion. A question which plays an important part in the subject of Federation is that of Defence. Time will not permit me to touch upon it more than very briefly. There is no doubt that our present constitution, the burden of defence is very unequally distributed. In fact it is almost entirely borne by the Mother Country. In the last Budget of the United Kingdom we see that the figures for the naval and military expenditure amount to some £80,000,000—a little over. Out of that sum, I believe, if I mistake not, some 35 millions were spent on the navy alone. Now the navy is maintained for the protection of the Empire, of its vast sea-borne commerce, the guarding of its ocean waterways. The Colonies derive the same security from the navy as the United Kingdom. Yet the colonial contributions to the naval expenditure are a mere drop in the ocean. It is not at all disparaging to the Colonies to say so; but here again we see the need of some federal system, where the burden would be borne proportionately by all. There are other services, also of Imperial concern, such as the Consular and Diplomatic services, the maintenance of all of which should be borne by the Empire, and should on Imperial Federal Parliament come into existence, all such votes could be passed by it, and apportioned to each on some basis to be determined beforehand. If we are to share the privileges of Empire, we must be prepared to share some of its burdens, some of its responsibilities. The burden of defence is increasing every year, and pressing more and more heavily on the Mother Country, and is a question capable of a more equitable adjustment.

There is one other question, a most important one—the commercial union of the Empire, which the Fiscal Policy, for which Mr. Chamberlain is so strenuously labouring, is intended to bring about. That question is still in the controversial stage, and the Colonial Conference proposed by Mr. Balfour to consider this question will be welcomed, and the outcome awaited with eager interest. I will not refer to it more than casually, as it does not come within the province of my subject, but just to say this, that no scheme of Imperial Federation would be complete which does not embrace a fiscal union—Imperial Federation will not be complete unless side by side with a political, there is a commercial union.

As to the question of the Crown Colonies, there is not much to be said. Colonial history has shown that as a Colony develops and increases in wealth and population, when the conditions were ripe it has obtained self-government, and it is not unreasonable to suppose, may it be quite within the bounds of probability, that self-government will be accorded to the Crown Colonies as they become adapted to it, and when they obtain that, they can take their place in the Federal system.

It has often been asserted that a political federation of the Empire would be impracticable, that any attempt to federate the Empire, on the basis of American, Australian, or Canadian federation, would never succeed, that such a federation would be doomed to failure. To

that we can only say that just as it may be deemed impossible to-day, so was the federation of Australia or Canada deemed impossible in its time, yet to-day we see those great communities each united under one central Government. It has often been urged that federation would be impossible, because of the scattered areas of the Empire, the vast distances, the miles of ocean which separate them, but on the other hand we must remember the increasing rapidity of communications, the steamships, and the telegraph, which are bringing the various portions of the Empire more and more in touch with one another. Difficulties there are undoubtedly, but British statesmanship has before now overcome difficulties, as great if not greater. Rome was not built in a day, nor will the federation of the Empire be accomplished in a day. In the meantime, we can draw nearer and nearer towards the goal. The end aim of Imperial Policy should be Federation—for policy, for commerce, for defence—a federation in which the enormous wealth, talent, strength, and resources of the Empire will be combined for the mutual benefit of all, and the lasting permanence of the whole.

Mr. Haskell then proposed the following Resolution:

That in the opinion of this meeting, the plan described by Sir Frederick Pollock, in his letter to the *Times*—viz. the formation of a Committee of the Privy Council on Imperial Affairs, consisting of the best possible representatives of Colonial knowledge and opinion, to act in an advisory capacity to the Cabinet, would tend to promote the consolidation of the Empire, and would be a great step towards Imperial Federation, and this meeting endorses the suggestion that such a proposal be submitted to the next Colonial Conference of Prime Ministers for discussion.

Mr. J. DYER BALL in seconding the proposition said: We have to thank the lecturer for bringing the subject before our notice in time, and I only wish the Hongkong community would come out in larger numbers to listen to a question which I think is rather vital to us as colonists; although, as a Crown Colony, it would not affect us so much as a self-governing colony if it ever becomes a possible fact. It is not so many years ago that some of England's greatest statesmen wished to cast off her colonies, but now I think it is not only the Mother Country drawing the cords that bind her nearer to her children, but her children also do not wish to let go their mother's apron strings and go off on their own hook. We have now the telegraph wires, like nerves, connecting Great and Greater Britain together, and we may even hope that our desires will be wafted by the winds of the air, by the Marconi system, in time to come. Now is the proper time to request the Mother Country to take some action to draw herself and her colonies closer together.

Sir H. S. BERRYMAN said: I wish to thank the lecturer for the extremely able and delicate address given us. The subject is one which I do not feel capable of dealing with at such short notice.

Mr. HURSTHOUSE: I have listened with very considerable interest to the remarks of Mr. Haskell. The subject is one which I confess I know little about; I came here for the express purpose of learning more, and must say I am not disappointed. I quite agree with the remarks of the lecturer that federation proper must be something on the lines of the German or American Confederations, but there is a vast difference between the American States and the British Empire. The American States have the great advantage of being contiguous; there is a direct incentive towards combination for defence, and when all is said and done, this is the greatest and most material point of all. On the other hand the British Empire is so scattered over the earth's surface—the sun never sets on it, some people say because God is afraid to trust us in the dark—that the mere fact of Australia being attacked by an enemy, does not show that Canada is going to be attacked by the same enemy. Any scheme of imperial federation which is to be of any use must emanate from the colonies themselves; if they do not wish it, then it is useless to attempt to force anything of the sort upon them. I understood the lecturer to say that the colonies wanted federation, but I am sorry to say that at present they do not. There has been a great tendency to complete separation. The colonies prefer purely local government, and a purely local command of their military forces. As regards the Navy the same remarks do not apply, as the colonies know that in time of war it is obviously to the interest of Great Britain to keep open all the great trade routes. I do not think this tendency points towards disloyalty, but with the Canadian or Australian it is—"Canada for the Canadians," and "Australia for the Australians." I hope I am wrong, but I think we must face the possibility of ultimate separation. At any rate, we can welcome anything that will bring the colonies into closer touch with the Home Government.

Mr. H. E. POLLOCK: Personally I think the object of the scheme proposed by Sir Frederick Pollock is a very important one, and important points affecting the colonies can be only arrived at after mature discussion by those who have spent the best parts of their lives there. Mr. Hursthouse made mention of the Boer war, which showed that the colonies were ready and willing to send forth their sons to fight in the cause of the empire. South Africa is also a country which furnishes illustrations of very grave mistakes which have been made in part by the want of appreciation by the authorities at home of the actual condition of affairs which exist on the spot. If the British nation had been able to press forward and voice their own views on the subject, we should never have had such an incident to record in history as the secession

of the Transvaal after Majuba, which led up to the direct cause of the Boer war. Another striking instance is furnished by the American war of secession. The people in Great Britain were in absolute ignorance of the feeling in the colonies with regard to the obvious taxes imposed. Had they known, they would have been withdrawn, and our cousins, instead of being separated now as they are politically, would possibly have remained portion of the empire. What is required is for the colonies to inform the authorities at home of the views of those on the spot who have been in actual contact with the practical realities of colonial life. I venture to think that Mr. Hursthouse took rather a despondent view of the relations between the Mother Country and the colonies. The forces levied there are local forces of volunteers, and the colonies should retain military forces. With regard to the Navy, the feeling in the colonies is that the sea is one, and the ships of the empire are considered as one and work more or less as a homogeneous whole. No doubt you have noticed that the Admiralty have formulated a scheme, grouping together the various ships of every part for homogeneous and concerted action, and that is the reason the Colonies are beginning to see the importance of unity in Naval matters.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

The report for presentation to the shareholders at the eighth ordinary general meeting to be held at the office of the general managers on Wednesday, 18th January, is as follows:—Answered we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1904.

The gross earnings for the past year amount to \$132,860.00, and after deducting all expenses remuneration to general managers, consulting committee's and auditors' fees, there remains a balance of \$106,581.29, which it is recommended be appropriated as follows, viz:—

To place to reserve fund ..... \$25,000.00  
To pay a dividend of 8 percent ..... 80,000.00  
To carry forward to the credit of next year's account ..... 1,581.29

CONSULTING COMMITTEE.—Mr. J. H. Lewis having left the Colony, Mr. P. P. White was invited to take his place on the consulting committee. In accordance with the articles of association, Messrs. J. S. Van Baren, Chow Hing Kee, Chau Tung Shing, Mr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

AUDITORS.—The accounts have been audited by Messrs. A. O'D. Gourdin and W. H. Potts, who are recommended for re-election.

The accounts are as follows:—  
PROFIT AND LOSS.

Charges	\$ 0.00
Consulting committee fees	5,713.35
Auditors' fees	4,000.00
Balance of office furniture account written off	200.00
Balance	\$16,581.29
	\$116,966.64

Balance	\$ 0.00
Interest received on mortgages	1,171.98
Loans, &c.	182,830.00
Loss interest paid, commission, &c., &c.	17,255.34
Unclaimed dividends written off	250.00
Balance	\$116,966.64

## BALANCE-SHEET.

Capital 100,000 shares at \$100,000.00	\$ 0.00
Less 100,000 shares unissued	1,000,000.00
Reserve fund	55,000.00
Sundry creditors	19,522.67
Due to General Managers	1,641.00
Hongkong and Shanghai Banking Corp.	81,254.05
Balance of profit and loss	106,581.29
	\$1,264,401.01

Loans on provident system	\$719,568.77
On mortgages, shares, &c.	317,223.11
150 China Light and Power Co., Limited	150,000.00
5 per cent. debentures	150,000.00
Investment of reserve fund	55,000.00
1,350 shares Green Island Cement Co., Ltd. at \$30	\$40,500.00
2,800 shares of 1st class shares Co., Ltd. at \$20 (in issue)	56,000.00
Sundry debtors	13,645.90
Cash	985.01
	\$1,264,401.01

SHEWAN TOMES & Co.  
General Managers.

## SHIPPING NOTES.

The s.s. *Cranley* is in quarantine with smallpox on board. She has coxies for South Africa. The captain of the s.s. *Oakley* reports that on the 30th ult. he sighted a vessel ashore in the Malacca Straits. It was the *Cydonia*. The N.C. *Daily News* says:—Information was received by the China Merchants Steam Navigation Co. stating that their steamer *King Ling* had run ashore near Rangoon. Up till late last night efforts to float her had proved unsuccessful. Captain Murray, Marine Superintendent of the Company, is now here, leaving this morning by the *Tu Tung*, for the scene of the accident to superintend the operations of getting her afloat. The C. M. Coy. have been very unfortunate of late, this being their second steamer to run ashore within a few weeks. The other one it will be remembered was the *Irene*, which met with disaster at Bate's Point, and she has not been refloated yet.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 10 a.m. on Tuesday, the 10th inst., and left again at 2 p.m. yesterday for Kobe, where she was due to arrive at 2 p.m. yesterday. The Indo China steamer *Suixiang* left Calcutta for Hongkong via the Straits on the 6th inst., and may be expected here on the 25th inst. The steamer *Lightning*, from Calcutta, left Singapore for this port on Tuesday afternoon, and may be expected here on the 16th inst. The steamer *Saint Fillans* left Singapore on the 11th inst. for this port via Manila. The E. & A. steamer *Empire* left Manila yesterday, and may be expected here to-morrow at 1 p.m.

KODAK FILMS & ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.

## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AN CHEE).

Hongkong, 27th December, 1904.

## KOWLOON PIGEON CLUB.

NATURAL MEETING.

The "Kowloon Pigeon Club" was inaugurated by a meeting of bird fanciers, held at the Kowloon Hotel, last evening. Mr. J. D. Logan was in the chair, others present being Messrs. R. David, J. W. Osborne, In Ynk Kwan, G. W. Kynoch, Rightly, Coggin, Hirst, Roberts, T. Neves, A. Nicholson, J. Baud W.R.M.D. Parr, A. E. Blunco and J. Sibbit. Officers were elected as follows:—President—Mr. J. D. Logan, Hon. Secretary and Treasurer—Mr. R. David, Committee—Messrs. G. W. Kynoch, Hand and J. Sibbit.

There was some discussion as to whether the Club should be called the Hongkong Pigeon Club, or the Kowloon Pigeon Club.

The CHAIRMAN, interrupting, exclaimed: "Ah, call it the Hongkong, Kowloon, and Port Arthur Pigeon Club." (Laughter) Give it the old name, the Kowloon Pigeon Club. (Chorus of hear-hears). Agreed unanimously.

The CHAIRMAN, continuing—In old days we have held our pigeon shows on Saturdays, but we can continue our next, to be held at China New Year, to Sunday, just the same as some people sail yachts on Sunday, and go up to Canton for sight fights.

The matter was discussed, some suggesting Sunday would be inconvenient.

The CHAIRMAN—Well then it is just as well for the salvation of our souls to hold the show on Monday and Tuesday, the 6th and 7th. (Laughter).

This was carried.

The CHAIRMAN—On the first day of the show I am going to put up, all numbered, some birds, perhaps ten, and I will repeat the performance with the same birds on the following day—an unless someone shoots them (Laughter). They are birds I have bred and trained myself. They are not the regulation homers, but crosses—youth birds.

It was proposed, seconded, and agreed that Mr. A. Nicholson be appointed Judge.

Mr. A. Nicholson—Thank you. And just a word, don't go in for bird prices—breed birds. It is more satisfactory to breed good birds than to pay for them.

A MEMBER—Hear him! he would give a thousand pounds for a good bird if he saw one.

Mr. J. Sibbit proposed a vote of thanks to the Chairman (Applause). The meeting was also good enough to pass a similar compliment to the *Daily Press* representative.

## CANTON-HANKOW RAILWAY.

Writing on the 6th inst., the N.C. *Daily News* said: It will be learnt with general satisfaction that an authentic telegram was received here yesterday from the American-China Development Company in New York, stating that the control of the stock of the Canton-Hankow Railway is again in American hands, the Belgian interests having been bought out. All English and American residents at any rate in China will be glad to hear this, the sale to the Belgians having been a blow to our interests in China, and having had a marked effect particularly on American prestige. The recovery of the control was very markedly assisted by the embargo put on the bonds by the Chinese, who regarded the transfer of the concession to Belgian hands as a breach of faith, and by the sympathetic action of the Department of State at Washington. Arrangements have been made to procure all the capital necessary to complete the line, and to keep the control permanently in American hands, whatever may happen.

Thus we have a very satisfactory solution of the difficulties which have lately impeded the operations of the American-China Development Company, and we may expect to see the construction of the important trunk line from Canton to Hankow proceeded with rapidly and energetically. We trust, too, that it will not be many months before work is begun on the English or Anglo-Chinese railway between Kowloon and Canton.

And in its "Native Notes," our contemporary had this:—An Important Intrigue Blocked—His Excellency Sir Chen-tung Liang Ch'eng, K.C.M.G., Chinese Minister at Washington, deserves well of his countrymen by blocking the plans of the Belgians—who are well-known by plans of the Belgians—who are well-known by the railway in question has made it impossible for them to get hold of these bonds to place them on the market, in consequence of which they have been compelled to sell them back to the original American Syndicate. This news will doubtless be received with satisfaction by all Chinese and their foreign friends who have the welfare of China sincerely at heart. We heartily congratulate Sir Chen-tung Liang Ch'eng and H. E. Sheng Kung-pao on the able manner in which they have conducted a very delicate and important matter to a successful conclusion.



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Hongkong, 5th January, 1905. [2160]

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Hongkong, 3rd October 1904. 52

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No charge for examinations.

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31, Queen's Road Central.

Hongkong, 19th October, 1904. 58







A MAN WHO HAS  
A BUSINESS  
AND DOES NOT  
ADVERTISE IT, IS LIKE  
A MAN WHO WINKS  
AT  
A PRETTY GIRL IN THE DARK:  
HE KNOWS WHAT  
HE IS DOING,  
BUT NOBODY ELSE DOES!!

As WE do not wish to find ourselves in the same predicament, may we ask you to read carefully our advertisements?  
YOU will know what we are doing!

## GREGOR & CO., WINE AND SPIRIT MERCHANTS.

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(OPPOSITE POST OFFICE)

### A SHANGHAI INQUEST.

An inquest was opened at Shanghai on Dec. 31st to enquire into the circumstances attending the death of John W. Graham, a broker, formerly of Hongkong, and various Chinese ports.

A. L. Anderson identified the body as that of J. W. Graham, who was formerly his partner. The inquest was resumed on 2nd January.

Dr. Ernest Louis Marsh said that he was called in to No. 4, the Bund, at 9.51 on Saturday morning. The body was rigid and old and was seated on an office chair in front of a desk. It was in an attitude of sleep. The head was bent forward. There were no marks of injury or any marks of violence, but there was a distinct odour of coal gas in the single room which formed the office. Witness at Coroner's request made a post-mortem examination in the afternoon with Dr. Moore-Graham. At this more particular examination of the body no evidence of violence could be found, but the blood and tissues were everywhere in a condition usual in death from suffocation by coal gas. In witness's opinion death was due to suffocation by coal gas, while deceased was sleeping in a small unventilated office. When witness got to the office the gas stove was not turned on, but gas was still escaping from the bracket on the wall.

Dr. G. R. Moore-Graham said that he was called in to No. 4, the Bund, at 9.40 a.m. on Saturday. Deceased was seated in his chair, his head on his hands in his pockets, apparently asleep. On making an examination, witness found that he was dead and had been dead for some hours. Witness thought the gas stove had been turned off when he arrived, but there was a strong smell of gas in the room.

By a juror.—When the post-mortem examination was made all the organs were found to be perfectly healthy.

Pan Wai-foo stated that he was the office boy at the Russian Consulate. He knew Mr. Graham through seeing him go in and out. Witness was coming about 1 a.m. on Saturday when he saw Mr. Graham trying to open the door. A richa called told witness that Mr. Graham had been trying to open the door for over half an hour and had not succeeded. Witness did not stop to see when deceased was thought he must be under the influence of drink.

Chang Ah-wei said that he was Mr. Graham's office boy. He began work about 7.30 a.m. When he went to the office on Saturday morning he found the door unlocked. He entered and found Mr. Graham sitting in the office chair. Witness opened the window and tidied up the office. There was a strong smell of gas in the room. Witness at once turned off the gas in the stove. It was not lit, but gas was escaping. The stove had never given any trouble before. He thought his master was asleep, so after opening the window and tidying the room, he left. Mr. Graham had never slept in the office before, to his knowledge.

By a juror.—Deceased was not in the habit of going back to the office late at night. Witness would not know if he did go back.

Witness said when he got back to the office late at 9.30 a.m. he tried to wake his master but could not. He then thought Mr. Graham was dead and went to report the matter at the Club.

Basilio Mayo Carion said that when he was leaving the Hongkong and Shanghai Bank after midnight on Friday he met deceased in a richa near the Jinke Road. He was in a very sleepy condition.

Henry Edward McCann stated that he was a shareholder. About 9.35 a.m. on Saturday he went into the office. He noticed a strong smell of gas but did not notice the condition of the stove. Witness went into the Club to see if he could find Dr. Moore-Graham, as a bystander said he was there. He then returned to the office and telephoned to the police station. Witness knew deceased fairly well, and so far as he was aware deceased was not in financial difficulties.

A. L. Anderson, recalled, said that he was formerly deceased's partner, and that four years ago the gas stove in their office had to be worked with care. If the valve were opened full when one was about to light the stove, the gas would explode and the stove would not remain alight. In witness's opinion an accident with the stove might easily have happened. Witness remembered on one occasion turning the stove out at 2 o'clock one morning. When he opened the office at 7 o'clock the room was full of gas.

By a juror.—On settlement night it was not unlikely that a broker would work all night; witness had done so himself in that office.

Mr. McCann, recalled, said that questioned by a juror, said that on two or three occasions he had met deceased early, and he had explained that he was working late the previous night and had slept in the office.

The Coroner said that was all the evidence he proposed to take. The question the jury had to decide was whether deceased met his death through misadventure or whether he had purposely turned on the gas stove. Mr. Anderson's evidence was important as showing that the stove had to be lighted with care.

The jury, without retiring, agreed that deceased met his death through misadventure.—*N. C. Daily News.*

### THE TAXATION OF RICE.

A protest against the import duty on rice has been presented by Japanese residents in Korea. It is signed by Mr. Nakaniishi, Chairman of the Japanese Consulate in Seoul (Japan). Alliance, who is a remarkable document, showing incidentally that there are very capable men among the Japanese settlers in the peninsula.

Mr. Nakaniishi recalls that Japan no longer supplies sufficient rice for the needs of her population, that the yearly import is from 20 to 50 million yen in value, the average for the last five years exceeding 30 millions. The larger part of this import comes from Korea, which sends yearly to Japan at least one million koku. Korea is essentially an agricultural country, and cereals are her chief production. The trade between Korea and Japan, which already exceeds 25 million yen a year, and is rapidly increasing, consists entirely in the exchange of Korean cereals for Japanese manufactures. The progress of Japanese undertakings in Korea is most evident in agriculture. For instance, of late years no less than 4,000 cto (1 cto=3,000 tsubo=22 acres) were bought by Japanese settlers in the district of Gusan alone at a cost of 400,000 yen. These lands extend over 18 gun and the local farmers' alliance numbers over sixty members. Every month there are newcomers, and the enterprise promises to make very rapid extension in a short space of time. The same thing is taking place all along the Seoul-Fusan line, especially in the neighbourhood of M. Joo and Fusan. The extension of farming is accompanied by a great increase in the production of rice, the increase of trade, and the establishment of more intimate relations between Japanese and Koreans.

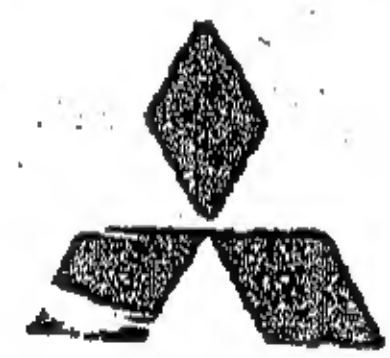
"The imposition of a duty of 15 per cent. on imported rice," say the memorialists, "cannot but injuriously affect this promising state of things, deal a severe blow at Japanese agricultural undertakings, and check the growth of

Japanese trade. Thus for a paltry revenue not exceeding Y1,500,000 to injure our commercial and agricultural prospects in Korea is a most foolish policy. Looked at from the point of view of the home commerce the proposed tax is no less disastrous. The consumption of rice and other cereals in Japan amounts to 60 million koku, worth some Y600,000,000. The tax will add 10 per cent. to the cost and mulct the consumers of Y6,000,000 to the advantage solely of the land-lord class. Increased taxation is inevitable now that the country is engaged in such a gigantic struggle, and all must ungrudgingly pay their share. We that are settled abroad do not of course hope the Empire will be victorious. But we cannot approve of a financial expedient which for so paltry a sum will ruin fair provinces in Korea and throw such a heavy burden on people at home, and we hope Parliament will promptly quash it."

Unfortunately members of Parliament being mainly interested in land have ignored all the arguments against the import duty on rice.—*Kobe Chronicle.*

### CREDITOR NATIONS.

An interesting article in the *Banker's Magazine* (American) points out that Great Britain is the great creditor nation. "It seems to be generally conceded that she has something like ten or twelve billions of dollars invested outside of her own immediate territory. France is the next in rank to Great Britain, and the amount of French capital invested outside of her own territory has been estimated by experts employed by the French Government at between five and six billions of dollars. In a lesser degree Holland and Belgium are creditor nations. The United States is still a debtor nation, in that foreign capital invested there exceeds American capital invested outside of its own territory. But whether a nation is a creditor or debtor it is not in the same sense as an individual debtor or creditor. One nation may not owe another in the same capacity. Nor does the fact of a nation being a creditor nation instead of a debtor nation necessarily add anything to its strength or resources in a purely national sense. France, a creditor nation, does not compare with the United States in the ability to raise revenue for national purposes, and the United States is as yet a debtor. The national debt of France is vastly greater in proportion to resources of the country than that of the United States. The Government of the United States can borrow money on better terms than that of France. The fact of a nation having large sums of money invested in enterprises outside of its own borders does not indicate that it is a richer nation than one that has nothing outside of its own boundaries. America, for instance, has immense territories and great natural resources to develop. There is room within its boundaries for the use of all its own capital and for much more belonging to other nations. It is because there is no opportunity to use it at home, from the narrowness of their boundaries and the limitation of national resources, that France and England have so much invested abroad. Where the money of its citizens is invested, whether at home or abroad, has little to do with the greatness or strength of a nation. In modern times the overflow of wealth and capital into all parts of the business world, regardless of national boundaries, is an evidence of how much the civilisation of mankind generally has advanced. The wealth and capital of the world are thrown practically into a common fund, from which each and any may borrow if they accede to the terms and conditions of the loan. It is said the Japanese loan was partly subscribed by Russian capitalists. The fact is that capital has no country, goes wherever it can earn satisfactory wages, with due regard to security."



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(MITSUBISHI CO.)**

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armaments, the Imperial Railway, Sanyo, Kureha and the other Principal Navy, Industrial Works, Home and Foreign Mail and Freight Steamers.

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SOLE PROPRIETORS of Takashima, Ochi, Shinawa, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigio, Komatsu (Iagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

**TAKASHIMA COAL.**  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

**VISITORS TO CANTON**  
Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD (S. F. HANKOW)  
With Illustrations, Maps and Plans.

Price ..... \$1.90

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Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALSH.  
Messrs. W. BASWELL & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903.

### CONSTIPATION AND HEADACHE BILE BEANS CURE BOTH.

Headaches of a violent nature, which necessitated the use of vinegar bandages round the head, were the lot of Miss Mabel Grace Mills, at The Woodlands, Park Road, Wood Green, London, England, until she found relief in that popular vegetable medicine—Bile Beans. Miss Mills was troubled with constipation, and the headaches were the direct result of this complaint. Describing her sufferings and cure, she says—

"I suffered terribly from headaches, sometimes so bad that it was just like a fire burning within me. These headaches were the result of a constipation from which I had suffered since childhood. I suffered with the headaches that for days I went about with vinegar bandages across the top of my head in order to ease the pain. If I at any time would become so giddy that for a minute or two I would be completely dazed. At night I had terrifying dreams; and a curious thing was, that I always dreamed of death. In addition to these troubles I had acute pains in my shoulders and around my waist. When I was fourteen I broke a blood vessel owing to excessive vomiting, and when I got older the periodical ailments which women suffer from were very troublesome and caused me much pain. I used to have bad attacks of toothache also, and became quite silly."

"I went under several doctors, who treated me for disordered liver and constipation. My parents and myself all attributed my illness to constipation, but this was in turn due to liver complaint. Nothing seemed to relieve me. Some months ago my mistress advised me to try Bile Beans, so I commenced taking them. In a short time the constipation and headaches were removed and gradually every other ailment followed. For some months now I have been enjoying excellent health. These months have been the happiest of my life. I never before knew what it was to feel so well, or enjoy such good spirits."

The above sensational case proves conclusively that Bile Beans can cure the worst cases of stomach and intestinal disorder. They are equally effective for debility, biliousness, constipation, piles, nervousness, ammonia, female ailments, weakness, pains in the back, sleeplessness, loss of appetite, congestion of the liver, headache, dizziness, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [80-2]

### HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.  
THE LADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNOLDS & Co.

Beware of JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [2578]

### NOTICES TO CONSIGNEES

#### THE P. & O. S. N. Co.'s Steamer

"PALMA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel her name on Cargo—  
From London, &c., ex *ss. Persia*.  
Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. To-morrow, the 11th inst.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 10th January, 1905. [1]

### NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

### NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.  
THE Steamship

"ISCHIA,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.  
All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

CARLOWITZ & CO.,  
Agents.  
Hongkong, 7th January, 1905. [4]

### "INDRA" LINE OF STEAMERS.

FROM NEW YORK, &c.  
THE Company's Steamship

"INDRASHAMA,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day, the 9th inst.

JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 9th January, 1905. [193]

### NOTICES TO CONSIGNEES

#### BOSTON STEAMSHIP COMPANY.

#### NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONTI,"  
FROM TACOMA, SEATTLE, VICTORIA,  
YOKOHAMA, KOBE, MOJI AND  
SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,  
Agents.  
Hongkong, 5th January, 1905. [7]

### OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"WRAYCASTLE,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th January, 1905. [9-10]

### "BEN" LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

S.S. "BENLARI,"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 9th January, 1905. [197]

### "MOGUL" LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

S.S. "ORO,"  
FROM MIDDLESBROUGH, GLASGOW,  
AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 9th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 9th January, 1905. [198]

### OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"GLAUCUS,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognised.

No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th January, 1905. [9-10]

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship

"NAMSANG,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 13th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 10th January, 1905. [18]

### TO LET.

ONE LARGE GODOWN, No. 112A, Praya East.  
Possession from 1st January, 1905.  
Apply to—  
D. DORABJEE,  
King Edward Hotel,  
Hongkong, 25th December, 1904. [89]

### TO LET.

NO. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 28th March, 1904. [82]

### TO LET, FURNISHED.

"LEWKNOR," Mount Gough, Peak, from the 15th March. Well furnished. Less than 15 minutes from Plantation Road Tram Station.  
Apply to—  
M. W. SLADE,  
54, Queen's Road,  
Hongkong, 10th January, 1905. [148]

### TO LET.

NO. 1, RIFON TERRACE.  
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.  
FLATS in MONTBEN TERRACE, facing the Polo Ground.  
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE'S PIKE).  
GODOWNS, PRAYA EAST.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 29th June, 1904. [81]

### TO LET.

EYRIE Unfurnished, to let in about 2 months. Newly repaired, Painted and Colour-washed.  
No. 7, BELILIOS TERRACE, 1st Row, Nos. 11 & 14, 3rd Row.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.  
"KELLET CREST" (Furnished), Peak, for 24 months from 15th April to 30th June, 1905.  
Apply to—  
LINSTED & DAVIS,  
Hongkong, 11th January, 1905. [80]

### TO LET.

ONE GROUND FLOOR for Shop and ROOMS for Offices on 2nd Floor of New Buildings, next to Messrs. Jardine, Matheson & Co., Pedder's Street. Electric Lift.  
Apply to—  
AHMET RUMJAHN,  
64, Queen's Road,  
Hongkong, 2nd January, 1905. [138]

### TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.  
Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.,  
Hongkong, 21st June, 1904. [97]

### TO LET.

GODOWN No. 3, New Praya, Kennedy Town.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,  
Hongkong, 22nd November, 1904. [83]

### TO LET.

"GREENCROFT," Robinson Road, Kowloon. DETACHED HOUSE, with Tennis Court and Vegetable Garden. OFFICES in Clarence Buildings, facing New Post Office and Hongkong Hotel.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 7th January, 1905. [180]

### TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tim Tsoi, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905.  
Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street,  
Hongkong, 10th January, 1905. [102]

### TO LET.

TWO ROOMS, with Verandah and Bath Rooms, on the 1st Floor of College Chambers (No. 31, Wyndham Street).  
Apply to—  
DAVID SASSOON & CO., LD.,  
Hongkong, 30th December, 1904. [3021]

### TO LET.

ONE ROOM, on the First Floor of Alexandra Buildings.  
Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited,  
Hongkong, 19th December, 1904. [86]

### TO LET.

NO. 19 & 21, SEYMOUR ROAD.  
Nos. 74, CAINE ROAD.  
GODOWNS Nos. 31A, 31B, 31C, Praya East  
Possession from 1st January, 1905.  
Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha,  
Hongkong, 1st December, 1904. [84]

### TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage.  
Apply to—  
VICTORIA BUILDINGS,  
Hongkong, 29th December, 1904. [94]

### TO LET.

3RD FLOOR, suitable for Office.  
Apply to—  
WING CHEONG,  
35, Queen's Road Central,  
Hongkong, 3rd June, 1904. [91]

### TO LET.

AT East Point, a NEW BRICK-BUILT TWO STORIED GODOWN with Water Frontage.  
Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 25th November, 1904. [88]

### TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.  
SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shearman, Romes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.  
Apply to—  
CHUNG SHUN KOO,  
12 & 14, Queen's Road Central,  
Hongkong, 24th December, 1904. [92]



## SHIPPING.

## ARRIVALS.

AXJAX, British str., 4,477, H. E. Batt, 10th Jan.,  
—Liverpool and Singapore 5th Jan., General.  
—Butterfield & Swire.  
ANDROMEDA, British str., 11,000, R. N. Ommamney, 11th Jan.,  
—Wellfleet 17th Jan.,  
—General.  
DEVAYONGSE, German str., 1,657, Gorden,  
11th Jan.,  
—Bangkok 6th Jan.,  
—Rice and  
—Meat.  
FOOCHOW, British str., 1,939, H. Smale, 11th  
January,  
—Wuhu and Chinkiang 6th Jan.,  
—General.  
GLENBOY, British str., 3,146, Drake, 10th Jan.,  
—London and Singapore 5th Jan., General.  
—McGregor Bros. & Co.  
HOPKINS, British str., 1,359, H. 11th Jan.,  
—Samarang 30th Dec.,  
—Sugar and Cotton.  
JARDINE, British str., 1,143, Miller, 10th  
January,  
—Chinkiang 6th Jan.,  
—Rice and  
—Oil.  
KINTUCK, British str., 2,800, D. Robertson, 11th  
January,  
—Bangkok 11th Jan., General.  
—Nippon Yusen Kaisha.  
KWONG AN, British str., 1,428, D. Christie,  
11th Jan.,  
—Shanghai 6th Jan.,  
—Swaratow 10th Jan.,  
—General.  
—Jardine, Matheson & Co.  
MAHARAJA, German str., 678, G. Schalkier,  
10th Jan.,  
—Haiphong and Hoihow 9th Jan.,  
—General.  
—Jensen & Co.  
OAKLEY, British str., 2,456, W. Wisnom, 11th  
January,  
—Barry 17th Nov.,  
—Coal—Order.  
TAKANG, British str., 977, W. P. Baker, 11th  
January,  
—Canton 10th Jan., General.  
—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
11th January.  
Dorset, British str., for Saigon.  
Fooking, British str., for Wuhu.  
Haitan, British str., for Swatow.  
Huan, British str., for Canton.  
Indragama, British str., for Shanghai.  
Kintuck, British str., for Singapore.  
Kwong, Chinese str., for Canton.  
Oakley, British str., for Kintuck.  
Tahang, British str., for Shanghai.

## DEPARTURES.

10th January.  
Div, Portuguese gunboat, for Canton.  
11th January.  
AUSTRALIAN, British str., for Port Darwin.  
CARL DIEDERICHSEN, Ger. str., for Haiphong.  
CATHERINE APGAR, British str., for Calcutta.  
CHOYANG, British str., for Shanghai.  
EMPRESS OF CHINA, British str., for Vancouver.  
EIGER, Norwegian str., for Chinkiang.  
KATONG, British str., for Cebu.  
MEYFOO, Chinese str., for Canton.  
PUNNEA, British str., for Amoy.  
SIGNAL, German str., for Haiphong.  
WOBANG, British str., for Canton.

## VESSELS IN DOCK.

11th January.  
ABERDEEN DOCKS.—Thornie, Taitan.  
KOWLOON DOCKS.—U.S.S. Fathome, Agin-  
court, Hys, Indragama, U.S.S. Seward, Shandee,  
Ascot, Adamastor, Pawan, Jacob Diederichsen,  
Cosmopolitan Dock.—Stanley Dollar.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above  
ports TO-DAY, the 12th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.

Hongkong, 9th January, 1905. [194]

## FOR SHANGHAI.

THE Steamship

"CANTON,"  
Captain Stunkel, will be despatched for the  
above port TO-DAY, the 12th inst., at 4 P.M.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 9th January, 1905. [195]

## NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG.

Having connection with Company's Mail Stea-  
mers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LONDON and GENOA,  
also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALLAO.  
(Taking Cargo at through rates to PERIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"ISCHIA,"

Captain Maganzini, will be despatched as above  
TO-MORROW, the 13th January, at Noon.  
At Bombay the Steamer is discharging in  
Victoria Dock.  
For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 30th December, 1904. [196]

## NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.

FOR VICTORIA (B.C.) AND SEATTLE,  
WASH., VIA SHANGHAI, MOJI,  
KOBE AND YOKOHAMA.

THE Company's Steamship

"IYO MARU,"  
Captain S. J. G. Parsons, will be despatched as  
above on FRIDAY, the 27th inst., at 4 P.M.  
For Freight or Passage, apply at the Com-  
pany's Local Branch Office in Prince's Building,  
First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 5th January, 1905. [197]

## JAVA-CHINA-JAPAN L.I.N.

FOR BATAVIA, CHERIBON, SAMA-  
RANG, SOERABAYA and MACASSAR.  
(taking cargo to all ports in Netherlands India  
on through Bill of Lading.)

THE Steamship

"THIPANAS,"  
Captain Zwart, will be despatched for the  
above ports on or about THURSDAY, the  
18th inst.

For information as to Freight and Passage,  
apply to the

Head Agent of the  
JAVA-CHINA-JAPAN L.I.N.,  
(Alexandra Buildings, 3rd Floor).  
Hongkong, 10th January, 1905. [207]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections. Vessels anchoring from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	MAITA	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	On 14th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	HYON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 17th inst.
AMSTERDAM, LONDON & ANTWERP	PRIAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP	PLAQUE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP	IDONKIVU	Brit. str.	1 m.	J. D. Andrews, R.N.R.	F. & O. S. N. Co.	On 28th Feb.
MARSEILLES, LONDON & ANTWERP, &c.	PALAWAN	Brit. str.	1 m.	Verron	MESSAGERIES MARITIMES	About 18th inst.
MARSEILLES, &c. VIA PORTS OF CALL	AUTRAIMEN	Fr. str.	—	G. Meiners	MELCHERS & CO.	On 24th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	ROON	Ger. str.	—	von Hoff	HAMBURG-AMERIKA LINE	On 18th inst., at Noon.
HAYRE & HAMBURG	C. F. FERD. LAEISZ	Ger. str.	k. w.	Porcellus	HAMBURG-AMERIKA LINE	To-morrow.
HAYRE & HAMBURG	AMBRIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 21st inst.
HAYRE & HAMBURG	SITHONIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINE	On 31st inst.
HAYRE & HAMBURG	ARCADIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 9th Feb.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Lüding	HAMBURG-AMERIKA LINE	On 21st Feb.
HAYRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINE	On 7th Mar.
HAYRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Tomanovich	SANDER, WIRLER & CO.	On 25th inst., P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Brit. str.	1 m.	Edmondson	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	HECTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th Feb.
GENOA, MARSEILLES & LIVERPOOL	CROYDON	Brit. str.	—		ANNHOLD, KARBBERG & CO.	About 14th inst.
NEW YORK	KAR ISSA	Brit. str.	—		SHEWAN, TOMES & CO.	About 30th inst.
NEW YORK VIA SUEZ CANAL	CHAZEE	Brit. str.	—		DODWELL & CO. LD.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	—		STANDARD OIL CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TABTAB	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPRESS OF INDIA	Brit. str.	2 m.		DODWELL & CO. LIMITED.	On 19th inst.
VANCOUVER, VIA SHANGHAI, &c.	TRIMONT	Brit. str.	—	T. W. Gerlick	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	IYO MARU	Brit. str.	1 m.	S. J. G. Parsons	BUTTERFIELD & SWIRE	On 27th inst.
VICTORIA (B.C.) & SEATTLE, WASH., &c.	TYDEUS	Brit. str.	1 m.	Brehmer	PORTLAND & ASIATIC S.S. CO.	On 23rd inst., at Daylight.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	NUYANTIA	Brit. str.	1 m.	Helm	BUTTERFIELD & SWIRE	On 23rd inst.
PORTLAND, OREGON	EMPIRE	Ger. str.	—	C. W. Walters	GIBB, LIVINGSTON & CO.	On 8th Feb., at Noon.
AUSTRALIAN PORTS	TEANAN	Brit. str.	1 m.		MELCHERS & CO.	Quick despatch.
BRISBANE & SYDNEY, VIA NEW GUINEA	TEANAN	Brit. str.	1 m.	W. A. Evans	BUTTERFIELD & SWIRE	About 14th inst.
YOKOHAMA & KOBE	DENBIGHSHIRE	Brit. str.	—	Stunkel	SHEWAN, TOMES & CO.	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	TULAJAP	Dut. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	To-day, at 4 P.M.
JAPAN VIA SHANGHAI	CANTON	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	PALMA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	KWITANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th inst.
SHANGHAI	SZACHEN	Brit. str.	1 m.		P. & O. S. N. Co.	About 15th inst.
SHANGHAI	SIMLA	Brit. str.	—	A. Hansen	OSAKA SHOSHEN KAISHA	On 18th inst., at Daylight.
SHANGHAI	TRIUMPH	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 15th inst., at Daylight.
SHANGHAI	FRITZHOFF	Jap. str.	—	T. Brandt	OSAKA SHOSHEN KAISHA	On 22nd inst., at Daylight.
SHANGHAI	M. STRUYE	Jap. str.	—	Roch	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
SHANGHAI	HAITAN	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & CO.	To-morrow, at 11 A.M.
SHANGHAI	HAICHING	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 14th inst., at 10 A.M.
SHANGHAI	LOONGSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI	RUBI	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On 21st inst., at 10 A.M.
SHANGHAI	TAKANG	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	Quick despatch.
SHANGHAI	ZAFIRO	Brit. str.	—	E. Muhle	MELCHERS & CO.	About 18th inst.
SHANGHAI	BORNEO	Ger. str.	—	Zwart	JAVA-CHINA-JAPAN L.I.N.	On 18th inst., at 3 P.M.
SHANGHAI	THIPANAS	Dut. str.	—		JARDINE, MATHESON & CO.	To-morrow, at Noon.
SHANGHAI	NAMANG	Brit. str.	—		CARLOWITZ & CO.	
SHANGHAI	ISCHIA	Ital. str.	—			

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STRAMERS	LEAVING
TAMSUI, VIA SWATOW	"FRITZHOFF"	SUNDAY, 15th Jan.
AMOY	H. A. HARALDSEN	at Daylight.
FOOCHOW, VIA SWATOW	"TRIUMPH"	WEDNESDAY, 18th
AND AMOY	A. HANSEN	Jan., at Daylight.
TAMSUI, VIA SWATOW	"M. STRUYE"	SUNDAY, 22nd Jan.
AND AMOY	T. BRANDT	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's Local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 30th December, 1904. T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAMERS	TO SAIL	REMARKS.
SHANGHAI	PALMA	Noon, 12th January	Freight and Passage.
	G. W. Cockman, R.N.R.		
LONDON, &c.	MAITA	Noon, 14th January	See Special Advertisement.
	R. A. Peters		
SHANGHAI	SIMLA	About 15th January	Freight and Passage.
	F. E. Summers		
MARSEILLES, LONDON and ANTWERP DIRECT VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	PALAWAN	About 18th January	Freight and Passage.
	J. D. Andrews, R.N.R.		

For further Particulars, apply to

E. A. BEWETT,

Superintendent.

Hongkong, 30th December, 1904.

## IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STRAMERS	SAILING DATES.
ROON	WEDNESDAY 18th January
BAYERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PREUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 18th day of JANUARY, 1905, at NOON, the Steamship

"ROON," Captain G. Meiners, with MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 16th January, and Cargo will

be received on Board until 5 P.M., on TUESDAY, the 17th January, and Parcels will

be received at the Agency's Office until NOON on TUESDAY, the 17th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th January, 1905.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Gerlick	Thursday, January 19th
LYRA	4,417	G. V. Williams	Thursday, February 9th
PLEIADES	3,753	F. G. Purington	Saturday, March 4th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very

superior accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo

carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 20th December, 1904.

DODWELL & CO., LIMITED,

GENERAL AGENTS. [7]

## HAMBURG-AMERIKA LINE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LONDON, PORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFFENHAGEN, LONDON, LIVERPOOL, GLASGOW, THIRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**

SUBJECT TO ALIATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
C. FERD. LAEISZ (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 13th Jan. Freight.
Capt. von Hoff		
AMERIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 21st Jan. Freight.
Capt. Porzellus		
SITHONIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 31st Jan. Freight.
Capt. Hildebrandt		
ARCADIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 9th Feb. Freight.
Capt. Förck		
ANDALUSIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 21st Feb. Freight.
Capt. Filler		
SAMBIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 7th Mar. Freight.
Capt. Lüning		
RHENANIA (HAYRE and HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 21st Mar. Freight.
Capt. Behrens		







